

Guidelines by the Boston Transportation Department for use by the Zoning Board of Appeal

3. Driveways

A. Use of Premises Permit

Changes to driveways for either commercial or residential use requires a Use of Premises Permit approved by both the Public Works Department and the Inspectional Services Department.

B. Requirements for Curb Ramps with Flared Sides

According to the ADA Accessibility Guidelines, if a curb ramp is located where pedestrians must walk across the ramp, or where it is not protected by handrails or guardrails, it shall have flared sides (Architectural Access Board, 521 CMR).

C. Agencies and Specifications Driveways shall be in Accordance With*

The Boston Transportation Department, the Department of Public Works, and Inspectional Services Department

D. Commercial Driveways – Minimum and Maximum Width

The minimum recommended distance a driveway for commercial use is permitted from an unsignalized or signalized intersection is one-hundred (100) feet.

The minimum two-way operational driveway width for a commercial use is twenty (20) feet.

The maximum two-way operational driveway width for a commercial use is twenty-four (24) feet.

E. Residential Driveways - Minimum and Maximum Width

The minimum recommended distance a driveway for residential use is permitted from an unsignalized intersection is twenty (20) feet.

The minimum distance a driveway for residential use is permitted from a signalized intersection is forty (40) feet.

The minimum driveway width for a residential use is ten (10) feet.

The maximum driveway width for a residential use is twelve (12) feet.

F. Private Driveways

New driveways added at residential dwellings need to accommodate a minimum of two (2) vehicular spaces for every one (1) public on-street parking space that will be removed as a result of the new driveway. A new driveway accommodating three (3) vehicular spaces for every one (1) public on-street parking space is the preferred ratio.

* The Manual on Uniform Traffic Control Devices (MUTCD), 2000 – Millennium Edition

American Association of State Highway and Transportation Officials' (AASHTO) Policy on Geometric Design of Highways and Streets

521 CMR (promulgated by the Architectural Access Board pursuant to authority granted by M.G.L. c. 22, § 13A)

The Americans With Disabilities Act (ADA) and the Draft Guidelines for Accessible Public Rights-of-Way (June 17, 2002) prepared by the U.S. Access Board